

THE TOKEN HUNTER

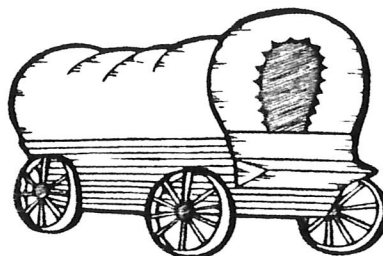
The official publication of the
National Utah Token Society
(N.U.T.S.)

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We had a great turn out for the NUTS picnic last month. The weather was good, the food delicious, the train was air conditioned, and the accommodations quite comfortable. *We thank Phil and Linda Lavorgna for being such wonderful hosts.*



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DEDICATED TO THE COLLECTING,
RECORDING, AND PRESERVING OF
UTAH'S HISTORICAL MEDALS, TOKENS,
COINS, AND BOTTLES.

 September

* * THIS MONTH'S * * * MEETING

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

* * MEETING PROGRAM * *

* Kelly Finnegan will be speaking to us.
* He encases coins, makes dies, does
* engraving, and has a great knowledge
* of coins and the industry.
* Come Join US!!!

* * * * *

NUTS Meetings Are Held at:

REDWOOD MULTIPURPOSE CENTER
3100 SOUTH REDWOOD ROAD
SALT LAKE CITY, UTAH

(Unless otherwise specified, meetings
are held on the fourth Thursday of
every month at 7:00 p.m.)



*** * * * * PRIZES * * * * ***

PROMPTNESS PRIZE:

There is a free drawing for those who come to the meeting on time. Just sign the log book. Also, enter our monthly contest for more prizes, and a really nice grand prize.

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President's Message —

This month we have Kelly Finnegan coming to speak to us. He has many talents. He does encased coins, makes dies, does engraving, and has great knowledge of coins and the industry. Kelly made the Christmas tokens we gave out last year. I know everyone will enjoy hearing him.

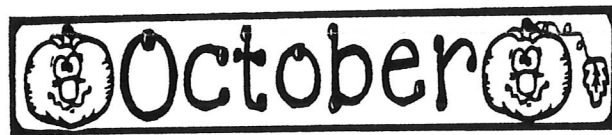
I was able to reserve the Golden Corral for our Christmas dinner. It's one on 3500 South, just east of the Bangerter highway. The date is December 14, 2006. Mark Your calendar for this event as we will have lots of nice drawing prizes.

I hope everyone brings their find of the month next week. It is always good to see how well people did and what they find.

Thanks - Don Swain



*** * * * * NEXT MONTH'S MEETING * * * * ***



S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

For October we are having Jeral Smith from J & J Metal Detectors coming to show us a few things.

In November we will hold our elections.

December 14 we will have our Christmas Party/Dinner.

C O M E J O I N U S !!!

*** * * * ***

HOVENWEEP NATIONAL

MONUMENT:

The Deserted Valley

Quiet. Peace. Awe. Find them at Hovenweep National Monument, home to six ancestral Pueblo villages. The villages lie on the Cajon Plateau, along the

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southern Utah-Colorado border, and the ruins are stunning. Unique square, circular, and D-shaped towers perched on the canyon rim seem to suggest that the villages were built for defense. Indeed, this time period was generally a time of scarce resources and violence in the Four Corners area. But the towers also may have

served as storage rooms, signaling stations, observation points, or ceremonial chambers.

Contemporaries of the cliff dwellings at Mesa Verde, Hovenweep's towers were built between about A. D. 1230 and 1280, possibly as a response to region-wide drought. This drought may also have been responsible for the area's eventual abandonment during the late 1200s.

The Square Tower Group is the monument's primary attraction. You can see it by walking along an easy two-mile loop trail leading from the visitor center. The outlier sites, also accessible by trail, are smaller but just as scenic.

Hovenweep, which means "deserted valley" in Ute/Paiute, was preserved in 1923 by President Warren G. Harding, who recognized its rich culture significance. However, the land has been valued for much longer by indigenous people, including the culture that built these remarkable towers, and their presumed descendants, the Hopi, Zuni, Acoma, and Rio Grande Pueblo tribes of today.

Get to this isolated spot by driving south on 191 from Blanding then east on 262 (for a total of 45 miles). Plan on staying four to six hours if you want to see the whole park. For not-too-hot, not-too-cold, and not-too-rainy weather, your best bet is September or October, but all year round you can experience that sense of awe, wonder, and stillness. Bring your camera, paintbrush, writing book, pets (and leashes), children, grandchildren, water, and curiosity. (But, not your metal detector - they are not allowed in

National Parks, etc.)

For more information: 970/562-4282 or www.nps.gov/hove/

Taken from: Division of State History - Utah State Historical Society - Current History - Travel Issue - Summer 2006.

THE LINCOLN HIGHWAY IN UTAH

(Continued from last month)



Stung by these developments, and looking to improve its 1913 road, the Lincoln Highway Association in 1915 took up Nevada suggestions to shorten the miles required to drive across western Utah to Ely. Proposed shortcuts called for improving an existing wagon road over Johnson' Pass at the southern end of the Stansbury Range and building an eighteen-mile causeway across a deep souther loop of the Great Salt Lake mud flats. To encourage Utah support, association director Frank Seiberling, president of Goodyear Tire and Rubber Company, promised some \$75,000 to construct the causeway and Carl Fisher put up \$25,000 to widen Johnson's Pass. But the generous offer, as measured by the dollar/s value at that time, failed to win approval of Governor Spry and the State Road Commission. They had their eye on Wendover instead.

Spry's opposition to the Lincoln Highway ended in 1916 when Simon Bamberger won election as the state's fourth governor. The association promptly dusted off its earlier proposal to shorten the western Utah road by bypassing to the north the 1913 route along the Pony Express Trail. In 1918 its directors and the Utah Road



Commission reached agreement. As offered before, Fisher and Seiberling committed \$25,000 and \$100,000, respectively. In return, the state agreed to widen the Johnson's Pass road and construct a causeway, known as the Seiberling Section, across the deep loop of the mud flats. The state further agreed at its own expense to build two addition short cuts, one between Johnson's Pass and Granite Mountain, the other from the Seiberling Section to the 1913 route at Overland Canyon. The latter commitments were never met.

Perhaps most important, the state road commission agreed to designate the new route as a state highway, thereby making it officially a part of the Utah road network.

By mid-1919 crews had finished the Johnson's Pass project, known as the Fisher Section. At this time, the Lincoln Highway Association terminated its 1913 Grantsville-Skull Valley-Pony Express segment and pointed automobiles instead over the new Goodyear Cutoff that now ran through Tooele, across the U. S. Army's present Dugway Proving Grounds, and on to Gold Hill. The 1919 road across the Army's top-secret test range is closed to visitors without permission, but holds many remnants of the highway, including remains of an early bridge.

Workmen that year also finished a bed of rock and dirt on the Seiberling Section and surfaced seven of its eighteen miles with gravel. But, if passable for automobiles, the new section was unready for the U. S. Army to test its new heavy trucks that summer by driving a convoy over the Lincoln Highway's entire length

from coast to coast. The test went as scheduled until the parade of trucks arrived at the unfinished Seiberling segment. Rishell described how the road across the mud flat appeared after that. It "looked like a plowed field," he said. "There were almost enough new planks buried in the mud to build a bridge." Lt. Col. Dwight Eisenhower, a convoy member, never forgot the debacle. The Goodyear Cutoff may have inspired him to build the interstate highway system.

In the meantime, the roadbed could be repaired to allow automobiles to roll over it, but nothing could overcome a lack of funds after association and state money had been expended. As work stopped on all sections, an increasingly powerful three-state coalition called for completion of the highway to Wendover. In 1918, supporters of the more direct road over the salt flats organized the Nevada-Utah-California Automobile Association to promote and raise money for the route. San Francisco business interests actively backed the project, as did towns along the Humboldt River on the old California Trail in northern Nevada. As the momentum grew, 1919 saw creation of the Victory Highway, a coast-to-coast project to memorialize the nation's success in the First World War. When asked to propose the highway's route, west of Salt Lake, William Rishel and his Utah Automobile Club pointed due west to Wendover.

The final blow fell in 1921. That year Congress provided money to improve the nation's roads under new federal highway legislature. Later, the state road commission named the Wendover route among Utah highway eligible for such funds,



but refused to include the Goodyear Cutoff to Ely, even though it bore official designation as a state highway. According to Jesse Petersen, the foremost authority on the first coast-to-coast highway in Utah, business and civic interests in Salt Lake City exerted pressure on state officials to force the decision. Efforts on local, state, and national fronts failed to reverse it. The eventual end of the 1919 segment was now in sight.

The new highways to Wendover opened in 1925 when the first automobile rolled over it, following the dedication ceremonies. Now I-80, it ran as true as an arrow across the mud flats that still bore faint traces on the salt-encrusted surface made by the Donner Party wagons seventy-nine years before. Far to the south, the Goodyear Cutoff continued to deteriorate and was eventually removed from the Utah highway network.

Looking back, one can see that Lincoln Highway Association directors, if well intentioned, were mistaken in the belief that their route across western Utah was best for all concerned. Moreover, time has shown that they were wrong to stubbornly defend this position in the face of western opinion to the contrary and repeated invitations to add the association's famous name to the Wendover route. Not until 1927 did they designate the latter as part of the Lincoln Highway in order to restore the great highway in an unbroken line across the country.

In so doing, they made the original road to Grantsville again part of the highway and eliminated the 1919 section through

Tooele, Gold Hill, and Ibapah. So it is today that motorists crossing the Great Salt Lake Desert to Wendover are actually following the last designation of the Lincoln Highway in Utah, Petersen is quick to point out.

If Lincoln Highway leaders were not always right, even William Rishel would probably admit that their vision made a historic contribution to overland travel in Utah. The chronicle of their early automobile highway is as deserving of remembrance in state annals as the story of the Bidwell-Bartleson Party, bravely following the sun to California in 1841; the driving of the gold spike in 1869 at Promontory; young "Ras" Egan, aboard his prized mare, "Miss Lightning," riding the first leg of the Pony Express west from Salt Lake City; and the overland stage. To the traces on the ground that mark the passing of many forms of transportation and make Utah widely known as America's "Crossroads of the West," they added the nation's first coast-to-coast highway.

Finally, when it came to the question of which way to go, north of Great Salt Lake or south of it, leaders of the Lincoln Highway Association to their credit stood firm. Their decision to pass on the south clearly contributed to construction of today's highway from salt Lake City to Wendover, latest of the Lincoln Highway's several routes across Utah.

Today members of the Lincoln Highway Association's Utah Chapter preserve the heritage of the nation's first coast-to-coast highway in the state by placing its distinctive marker along the original and subsequent routes, protecting the road itself from needless damage, and undertaking the educational activities,



including tours over these historic avenue.

- David L. Bigler

(Taken from "The Lincoln Highway: Utah, Volume 4", by
Gregory M. Franzwa and Jesse G. Petersen.)



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